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## POSTWAR DEVELOPMENT OF THE YUGOSLAV MERCHANT MARINE

During 1947 and 1948, harbor facilities for long-distance ships in the principal ports were extended by an additional 2,382 meters, and in local harbors by 1,527 meters, with a loading capacity of about 4,600,000 tons per year in the principal ports. Particular attention was paid to mechanization of

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## RESUME

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the ports, and to the installation of cranes and other loading equipment, so that the present status of mechanization is close to prewar status. During this period, efforts were concentrated particularly on the restoration of the wharves at Rijeka-Suaak, which by 1948 was again in a position to meet the great demands of Yugoslav foreign trade.

The number of cranes in Yugoslav harbors in 1948 was about 30 percent greater than in 1947.

During 1948, 670 meters of operational wharf were restored in principal harbors for long-distance shipping and 760 meters in local harbors for local shipping.

Technical navigation facilities have increased by an average of 4.5 times since before World War II. Ninety-five percent of harbor lighting has been restored, auxiliary harbor craft have been put into service, shore radio-telegraph-telephone stations have been installed, and harbor pilotage has been resumed. The navigational security system is far superior to that of prewar Yugoslavia.

Passenger transport alone along the Yugoslav coast and among the islands is three times greater than before the war, although the present passenger fleet has only 50 percent of its prewar capacity.

The Yugoslav merchant marine has established a monopoly on its 10-day regular cargo line to the countries of the Near East, its 15-day regular line to Israel, its 15-day cargo line to Turkey, its 20-day regular cargo line to England, the Netherlands, and Belgium, its 2-month regular passenger-cargo line to the United States and Canada, and its 2-month passenger line to South America.

In addition, the Yugoslav merchant marine has regular transoceanic connections with the USSR and with other countries that export goods needed for the fulfillment of the Yugoslav Five-Year Plan.

As a result of its monopoly of line navigation and of its practice of hiring foreign tonnage to supplement its own, which compel foreign enterprises to ship their goods in Yugoslav bottoms or in ships leased by Yugoslavia, the Yugoslav merchant marine has achieved great savings in foreign exchange. In 1947, the merchant marine saved 599,348 pounds sterling and 818,786 dollars, totalling 161,819,000 dinars; and in 1948 saved about 1,600,000 pounds and 1,084,000 dollars, an increase of 138 percent over 1947, totalling about 385 million dinars, whereas in 1948 Yugoslavia spent about 370 million lira, 700,000 pounds sterling, a million dollars, and other foreign currency, totalling about 260 million dinars, to hire foreign tonnage.

The investment plan for 1949 calls for an increase in gross registered tonnage of 15 percent over 1948, particularly in cargo liners and passenger ships; for further restoration and construction of operational wharves to increase capacity by 200 percent over 1948; for restoration and construction of harbor warehouses; for building three new grain elevators in main harbors; for restoring damaged wharves of local significance; and for increasing harbor mechanization by 50 percent of its present capacity.

Housing and transient quarters for harbor workers are to be built in Rijeka, Sibenik, Split, Ploce, and Dubrovnik.

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